

What is the Carl Moyer Program?

Since 1998, the Carl Moyer Program has provided funding to encourage the owners of diesel engines to go beyond regulatory requirements by retrofitting, repowering, or replacing their engines with newer and cleaner ones. While regulations continue to be the primary means to reduce air pollution emissions, the Carl Moyer program plays a complementary role to California's regulatory program reducing NOx and PM by funding emission reductions that are surplus, i.e., early and/or in excess of what is required by regulation.

This is the twelfth year of the Carl Moyer Program and \$20.0 million is available for FY 2009-10 for project awards within the South Coast AQMD's 4-county jurisdiction. If more funds become available by the time of awards approval, more projects will be awarded up to the total amount of funds available.

Who is eligible?

Any Mobile Source project, public or private, that results in cost-effective PM and/or NOx reduction that is not subject to current regulations or within three years of a regulatory compliance deadline is eligible. Projects must operate 75% of the time in the AQMD boundaries. To be eligible for Carl Moyer Program funds, projects must meet the criteria described in the 2008 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories, projects must be in compliance with CARB Off-Road or On-Road Diesel Regulations (see website links listed inside), meet the cost-effective threshold of \$16,000 per weighted ton of total reduced emissions, and be fully operational and completed prior to May 31, 2012.



South Coast
Air Quality
Management District

21865 Copley Drive
Diamond Bar, CA 91765-4178



ADDRESS SERVICE REQUESTED



South Coast Air Quality Management District

2010

Carl Moyer Memorial Air Quality Standards Attainment Program

Financial Incentives
for Purchasing
Lower-Emission
Heavy-Duty Engines

Application Deadline - May 7, 2010

Carl Moyer Program Overview

Since 1998, the Carl Moyer Program has filled a critical niche in California's strategy to achieve clean air. The Carl Moyer Program has been a successful and popular air quality program. In its first 10 years, the Carl Moyer Program provided \$220 million to fund the clean-up of 6,500 engines, resulting in about 18 tons per day of oxides of nitrogen (NOx) and 1/2 ton per day of particulate matter (PM) emission reductions throughout South Coast AQMD.

What types of projects qualify for the Carl Moyer Program?

Projects that reduce NOx and/or PM emissions from heavy-duty on and off-road mobile equipment not required by regulations qualify for Carl Moyer Program grants. This includes on-road trucks over 14,000 lbs. gross vehicle weight, and off-road equipment such as construction and farm equipment; marine vessels; locomotives; forklifts; airport ground support equipment; and auxiliary power units.

How is the size of a Carl Moyer Program grant determined?

The Carl Moyer Program grants are based on the cost-effectiveness and the emission benefits of the project. For example, instead of rebuilding a 1987 300 hp uncontrolled engine of a scraper that operates for 1,500 hours per year, a company may choose to repower with a 2009 Tier 3 engine with similar horsepower. If the new engine cost is \$80,000, a grant for up \$68,000 (85%) may be available through the Carl Moyer Program if it



Funding

FY 2009-10 Proposed Funding and Cost-Effectiveness Thresholds

Category	Minimum* Amount (\$ millions)	Cost-Effectiveness \$/ton
ON-ROAD		
(A) Vehicles (including emergency vehicles)	4.0	16,000
(B) Auxiliary Power Units	0.75	16,000
(C) Transp. Refrigeration Units	0.75	16,000
(D) Heavy-Duty Diesel Vehicle Retrofits	0.5	16,000
OFF-ROAD		
(A) Marine	6.0	16,000
(B) Construction (Small fleets only)	2.0	16,000
(C) Forklifts	1.0	Electric 7,000/5,000
(D) Locomotives	4.0	16,000
(E) Ground Support Equipment, Truck Stop Electrification & Auxiliary Power Unit	1.0	16,000
TOTAL	\$20.0 Million	

*In case of oversubscription in these categories, greater funding may be recommended.

meets the cost-effectiveness threshold of \$16,000 per ton and if the project is surplus to CARB's In-Use Off-Road Regulation.

How will proposals be evaluated?

All proposals will be evaluated based on their cost-effectiveness and their Disproportionate Impact Score; fifty percent of funding will be directed toward disproportionately impacted areas that are evaluated on poverty level, PM exposure and/or air toxics exposure. For further information, please see Program Announcement PA #2010-06.

When are proposals due?

All project proposals must be received no later than 1:00 p.m. on Friday, May 7, 2010. Faxes or other electronic submittals will not be accepted.



For more information

If you would like more information or to schedule a briefing for your industry group call AQMD's Technology Advancement Office at (909) 396-2231 or you may contact the staff by area of expertise listed below:

Heavy-Duty On-Road Vehicles/Transport Refrigeration Units

Ashkaan Nikravan (909) 396-3260
anikravan@aqmd.gov

Idling Emissions from Heavy-Duty Vehicles (Auxiliary Power Units)

Von Loveland (909) 396-3063
vloveland@aqmd.gov



Compression Ignition Off-Road Equipment

Vasken Yardemian (909) 396-3296
vyardemian@aqmd.gov

Large Spark-Ignition Off-Road Equipment

Mark Coleman (909) 396-3074
mcoleman@aqmd.gov

Airport Ground Support Equipment

Mark Coleman (909) 396-3074
mcoleman@aqmd.gov

Locomotives

Connie Day (909) 396-3055
cday@aqmd.gov

Marine Vessels

Mark Coleman (909) 396-3074
mcoleman@aqmd.gov

Additional workshop information

Information for other workshops will be available at www.aqmd.gov/tao/implementation/carl_moyer_program-2001.html



Website Links to CARB Rules That Affect CMP Eligibility

(Please check the appropriate website to determine if your project is subject to CARB's regulation and compliance dates)

On-Road Private @ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

Public/Utility Fleets @ <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>

In-Use Off-Road (CI) @ <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

Transport Refrigeration Units @ <http://www.arb.ca.gov/diesel/tru.htm>

Idle Reduction @ <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>

Solid Waste Collection Vehicle @ <http://www.arb.ca.gov/msprog/SWCV/SWCV.htm>

Transit Bus @ <http://www.arb.ca.gov/msprog/bus/bus.htm>

Stationary Ag Engines @ <http://www.arb.ca.gov/diesel/ag/inuseag.htm>

Harbor Craft @ <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>

Cargo Handling Equipment @ <http://www.arb.ca.gov/ports/cargo/cargo.htm>

Off-Road LSI @ <http://www.arb.ca.gov/msprog/offroad/orspark/orspark.htm>

Schedule of CMP General/SOON Program Workshops:

(Attendance at a program workshop is recommended, but not mandatory)

General Workshops

- Tuesday, March 9, 2010 - 10 a.m. to Noon
SCAQMD Headquarters, Room CC-2
21865 Copley Drive, Diamond Bar, CA 91765
- Tuesday, April 6, 2010 - 10 a.m. to Noon
SCAQMD Headquarters, Room CC-2
21865 Copley Drive, Diamond Bar, CA 91765
- Wednesday, March 24, 2010 - 10 a.m. to Noon
Riverside County Administrative Center,
1st Floor, Board Room
4080 Lemon Street, Riverside, CA 92501

Construction Equipment Workshops

- Wednesday, April 14, 2010 - 10 a.m. to Noon
Associated General Contractors
AGC Board Room, Suite 100
1906 West Garvey Avenue,
West Covina, CA 91790
- Thursday, March 25, 2010 - 10 a.m. to Noon
Engineering Contractors Association
Headquarters
8310 Florence Avenue, Downey, CA 90240

Marine Vessels Workshops

- Wednesday, April 7, 2010 - 10 a.m. to Noon
Port of Los Angeles Board Room
425 South Palos Verdes Street
San Pedro, CA 90731

